

CPAM 2005-0003, UPPER BROAD RUN/UPPER FOLEY POLICY SUBAREAS
OUTSTANDING QUESTIONS/RESPONSES
Updated October 27, 2006

BOARD OF SUPERVISORS' REQUESTS/QUESTIONS
(July 18, 2006, October 14, and October 17 2006)

RESPONSE

1. What action did the House of Delegates take on the bill proposed by Delegate Marshall concerning a road improvement map in the Comprehensive Plan (HB1521)? The text of this bill and the legislative action are to be included in the discussion at the worksessions.	<p><i>UPDATE: A written response to this question was provided to the Board at the October 17, 2006 worksession. This response has been sent to the State delegation per Board request.</i></p> <p><i>The BOS requested that staff further clarify the intent of the term planning district referenced in HB1521. The County Attorney will respond separately on this item.</i></p>
2. Provide copies of the Land Use Committee Report for ZMAP 2001-0003, Moorefield Station, dated December 16, 2002, at the October 17, 2006 Committee of the Whole worksession.	<p><i>UPDATE: A copy of the report was provided at the October 17, 2006 worksession. The Board requested additional information regarding residential densities approved for the Moorefield Station project. This is information is provided below along with residential densities for the Loudoun Station project which is also approved for transit related densities.</i></p> <hr/> <p><i>Moorefield Station</i></p> <hr/> <p>Car Phase: – total residential units are “capped” at 2,500 and non-residential at 5.5 million square feet</p> <hr/> <p>Bus Phase: – total residential units are “capped” at 3,750 and non-residential at 7.0 million square feet</p> <hr/> <p>Rail Phase: – total residential units are “capped” at 6,000 and non-residential at 9.75 million square feet</p> <hr/> <p>Density in the inner core/outer core ranges from 8 du’s/acre at car phase to about 30 du’s/acre at rail phase</p> <hr/> <p><i>Loudoun Station</i></p> <hr/> <p>Car Phase: – total residential units are “capped” at 484 and non-residential at 560,000 square feet</p> <hr/> <p>Bus Phase: – total residential units are “capped” at 969 and non-residential at 950,000 square feet</p> <hr/> <p>Rail Phase: – total residential units are “capped” at 1,514 and non-residential at 2,000,000 square feet</p> <hr/> <p>Density at rail phase is approximately 30 du’s acre</p>
Request a joint meeting with the elected officials of Fairfax and Prince William Counties (local and state officials).	<p><i>UPDATE: November 15, 2006 has been identified as a possible date for a joint meeting with regional, local, and State officials. An update will be provided at the October 30, 2006.</i></p>
3. Request a fiscal impact analysis (capital and operational).	<p><i>UPDATE: Staff from Financial Management Services will be available to discuss at the October 30, 2006 Board of Supervisors worksession.</i></p>

4. What would be a reasonable rate of absorption of the housing, retail, and office (proposed in this CPAM)?	<i>UPDATE: Greenvest L.C. has provided a copy of the “Fiscal Impact Analysis of Active Adult and Non-Age-Restricted For-Sale Housing at Dulles South Loudoun County, VA”.</i> <i>Staff will be available to provide a summary of the above referenced report at the October 30, 2006 Board of Supervisors worksession.</i>
5. How many schools in the Dulles South area are currently at or exceed capacity?	<i>UPDATE: According to a phone conversation with School planning staff, all current facilities in the area are at or over capacity, with the exception of Aldie Elementary. Awaiting a written response from school staff. Response will be provided to the Board when available.</i>
6. How many schools in the Dulles South area are projected to be needed to cover the currently approved and by-right development over the next 6 years? (If able, also go to 10 years)	<i>UPDATE: According to a phone conversation with School planning staff, 3 Elementary Schools, 1 Middle School, and 1 High School are planned over the next decade. Awaiting a written response from school staff. Response will be provided to the Board when available.</i>
7. How many additional schools and public facilities would be needed under this CPAM? (Update Table on page 8 of the staff report)	<i>UPDATE: Staff will provide an updated Table at the October 30, 2006 worksession.</i>
8. Under current standards and ratios, how many additional county and school employees would need to be hired based on the absorption rate in question # 6? (Specifically address teachers, sheriff's deputies, and fire fighters)	<i>UPDATE: Staff will provide an update on the requested information at the October 30, 2006 worksession.</i>
9. Has the Housing Advisory Board taken a position on charging capital facilities contributions for workforce housing? If so, what is the position? If not, please ask them to do so.	<i>UPDATE: Members of the Housing Advisory Board (HAB) will be available at the October 30, 2006 worksession to discuss the recently forwarded HAB recommended housing policies. Copies of the HAB presentation given at the October 18, 2006 Human Services Committee meeting (HSC) and HSC information item can be found in Attachments 2 and 3. Also attached is an Issues Paper on Affordable Housing prepared for the Planning Commission as part of the CPAM development (Attachment 4).</i>
10. Has the Housing Advisory Board come up with an implementation plan to fulfill the workforce housing policies of this CPAM? If so, what is the plan? If not, when is a plan expected? Cost estimate implementation plan?	<i>UPDATE: Members of the HAB will be available at the October 30, 2006 worksession to discuss the recently forwarded HAB recommended housing policies.</i>
11. If everything that is proposed is built and all the planned roads proposed in the Countywide Transportation Plan (CTP) are built, will that be enough capacity to handle the level of traffic that would be generated by this area?	<i>UPDATE: The Office of Transportation Services will be available at a future worksession (11-06-06) to discuss road networks and capacities for the CPAM area to include a historical perspective on the transportation network for the two Subareas.</i>
12. What are the capital facility contribution per category of facility (e.g., parks, schools, etc.)? Such calculations should take into account each of	<i>UPDATE: Staff will provide the requested information at the October 30, 2006 worksession.</i>

the facilities that are proposed to be constructed for each of the scenarios, multiply those facilities by the construction costs, and then subtract out any proffers that would be expected to be achieved from rezoned developments.	
13. How many dwelling units would be eliminated if Lenah Road is the division line for development? (At the October 3 rd meeting, the Board voted to remove the Plan Amendment for land area south of Braddock Road (Route 620) from CPAM 2005-0003 / Upper Broad Run and Upper Foley Transition Policy Subareas.)	<i>UPDATE: A build-out analysis that includes BOS direction as of October 17, 2006 can be found in Attachment 5.</i>
14. How much would it cost Loudoun taxpayers to finance all the needed amenities (for example, complete Phase 2 and Phase 3 of the recreational center, outfit the library's top floor, provide the needed soccer fields, etc.) that are needed by residents and to build the road network that was proposed by the developers in proportion to required density if this area was developed by-right? When would these amenities be provided to citizens.	<i>UPDATE: Staff will provide the requested information at a future worksession.</i>
15. How much office in the suburban area can be built that is not currently built? Revise the number of dwelling units that could be built in the County. (This request was made at the July 18 th meeting).	<i>UPDATE: Greenvest L.C. has provided a copy of an “Analysis of Available Land for Residential and Office/Industrial Development in Loudoun County, Virginia”.</i> <i>Staff will be available at the October 30, 2006 worksession to provide a summary of the above referenced report</i>
16. What is the ratio of the number of citizens that work in Loudoun and outside of Loudoun? (This request was made at the July 18 th meeting).	<i>Information regarding commuting patterns is collected by the U.S. Census Bureau. The 2000 Census indicated that of the 79,239 workers employed in Loudoun County, approximately 48% (38,321) live in the County and 52% (40,918) commute in from other places, primarily Fairfax County. Of the 92,254 resident workers living in Loudoun County, approximately 42% (38,321) work in the County and 58% (53,933) commute to jobs outside of the County. The largest percentage of residents commuting out of the County work in Fairfax County (67%) and the District of Columbia (6%).</i> <i>The Basic Housing and Employment Data and Projections report prepared by AECOM Consult for the Loudoun County Housing Advisory Board (August 1, 2006) indicated that on a net basis, in-commuting occurred in Loudoun County in nine industries. The industries where the most in-commuting occurred (e.g., more employees commuted into Loudoun County than commuted out) were construction; transportation & warehousing; retail trade; and local government.</i> <i>UPDATE: Staff will provide updated information regarding commuting patterns within the County at the October 30, 2006 worksession.</i>